

## AMENDMENTS TO THE CLAIMS

Please amend Claim 1 and add new Claim 17 as follows.

### **LISTING OF CLAIMS**

1. (currently amended) A suspension damping system for use with a vehicle having a ~~chassis~~ vehicle body and an unsprung portion, said damping system comprising:

a spring interconnecting ~~[[an]]~~ the unsprung portion and said vehicle ~~chassis~~ body, said spring having a fluid therein:

~~means for determining a distance between said unsprung portion and said vehicle chassis~~ position of said vehicle body in relation to said unsprung portion;

a shock absorber interconnecting said unsprung portion and said vehicle ~~chassis~~ body; and

a control system for ~~always~~ positioning said vehicle ~~chassis~~ body at a single specified ~~distance~~ height from said unsprung portion when said position of said vehicle body is lower than a first specified amount and when said position of said vehicle body is higher than a second specified amount, said control system changing a pressure of said fluid in said spring based on a difference between said ~~distance~~ position of said vehicle body and said specified ~~distance~~ height to position said vehicle ~~chassis~~ body at said specified ~~distance~~ height;

a valve assembly disposed between said shock absorber and said spring, said valve assembly controlling damping characteristics of said shock absorber at said specified ~~distance~~ height based upon the pressure of said fluid in said spring.

2. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being operable to control fluid flow between said chambers.

3. (original) The suspension damping system according to Claim 2, wherein said valve assembly defines a fluid passage between said working chamber and said reserve chamber.

4. (original) The suspension damping system according to Claim 3, wherein said valve assembly comprises a valve having an open position and a closed position, fluid flow being allowed through said fluid passage when said valve is in said open position, fluid flow being prohibited through said fluid passage when said valve is in said closed position.

5. (original) The suspension damping system according to Claim 4, wherein said valve is moved between said open and closed positions by said fluid at said specified pressure.

6. (original) The suspension damping system according to Claim 5, wherein said valve assembly is integral with said shock absorber.

7. (original) The suspension damping system according to Claim 4, wherein said fluid at said specified pressure urges said valve into said closed position.

8. (original) The suspension damping system according to Claim 1, wherein fluid pressure of working fluid within said working chamber urges said valve into said open position.

9. (original) The suspension damping system according to Claim 1, wherein said valve assembly is integral with said shock absorber.

10. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being movable between an open position where said working chamber communicates with said reserve chamber through said valve assembly, and a closed position where communication between said working chamber and said reserve chamber through said valve assembly is prohibited.

11. (original) The suspension damping system according to Claim 10, wherein said valve assembly is moved between said open and closed positions by said fluid at said specified pressure.

12. (original) The suspension damping system according to Claim 11, wherein said valve assembly is integral with said shock absorber.

13. (original) The suspension damping system according to Claim 10, wherein said fluid at said specified pressure urges said valve assembly into said closed position.

14. (original) The suspension damping system according to Claim 13, wherein fluid pressure of working fluid within said working chamber urges said valve assembly into said open position.

15. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly comprising:

- a housing defining a fluid pressure chamber in communication with said fluid at said specified pressure;

- a first passage in communication with said working chamber;

- a second passage in communication with said reserve chamber;

- a valve disposed between said first and second passages; and

- a control member disposed between said fluid pressure chamber and said valve, said control member responsive to said fluid at said specified pressure to urge said valve into a closed position where fluid flow between said first and second passages is prohibited.

16. (original) The suspension damping system according to Claim 15, wherein fluid pressure of working fluid within said working chamber urges said valve into an open position where fluid flow between said first and second passages is permitted.

17. (new) The suspension damping system according to Claim 1, wherein the damping characteristics of the shock absorber are controlled only by the pressure of fluid in the spring.